

said archbishop hereby acknowledges to have received from his said Majesty, by the hands of ——— in pieces of 16 sous, with which ——— he holds himself content, and gives quit- tance to his Majesty and all others." (*Blondel, Arch. France*, liv. vii. p. 93.)

Louis XIII. had no intention of converting his new purchase into a royal residence, but merely a kind of hunting-lodge. For this purpose his architect built a principal corps-de-logis and two wings, which form to this day that which is called the marble court, with the buildings and offices in the entrance court. This little chateau was found to be an agreeable and convenient residence. The towers at the corners, and the moat which surrounded it, as seen in a unique painting which has lately been brought from St. Petersburg, remind one of the feudal buildings of the preceding age.

It should here be observed, that it was not upon the exact site of the old chateau of Mar- tial de Lignerie, that Louis XIII. built his new habitation, but upon a piece of land which he bought from Jean de Soisy, and which had been in the possession of his family from the 14th century. In the purchase of the chateau of Albert de Gondii, the intention was merely to pull it down, as it would have been an im- pediment to the royal residence. If tradition is to be believed, there formerly stood a windmill on the highest part of the plateau of Versailles, in the very place where the magnificent palace now rears its head: so that a miller was the predecessor of Louis XIV.

The resolution of this monarch to transform the little country-house into one of the most noble palaces in Europe caused much surprise among the courtiers, and was the occasion of numberless criticisms, though not openly ex- pressed. Evidence of this secret opposition still remains. The situation appeared to be peculiarly ill chosen: "Versailles, dismal, un- grateful spot," said St. Simon, "destitute of wood, water, and even land itself, since all is either shifting sand or marsh, is unfit for any purpose."

Emboldened by the court, the architects stated to the king, that the palace of Louis XIII. was not solidly constructed: he replied, "I see plainly what you intend; if the building is in a bad state, let it come down, but it shall be rebuilt precisely in the same form." The chateau, however, was not demolished, but the two buildings were linked together so as to form one structure, yet they were kept as dis- tinct, that the view of one gave no suspicion of the existence of the other. Placed, as it were, back to back, the two buildings have only one façade.

An hereditary or dynastic feeling doubtless entered into this resolve of Louis XIV. He wished to carry as high as possible the histori- cal and royal date of this palace which he had selected as his future residence; and he im- posed upon his successors the conservative spirit which influenced him. We shall pre- sently observe how it was subsequently felt and expressed by Napoleon.

The new constructions were commenced soon after the death of Cardinal Mazarin. The plans were furnished by Leveau, and were con- tinued and amended by Mansart.

The palace was opened to the king and his court in the month of February, 1672, although it was then in an unfinished state.

According to the most moderate estimate, that of M. Janson, the architect, the total expense, comprising the purchase of land, the buildings, the river Eure, and the machine of Marly and Chagny, amounted to 86,658,726 livres, and that of the chapel in 3,260,342 livres, making a total of 89,929,068 livres. This sum did not include the cost of the opera-house, which was built under Louis XV., nor that of the Rocher d'Apollon, built under Louis XVI.

In estimating these expenses at the present day, at the increased value of materials and labour, they would amount to at least four hundred million francs.

But there is no documentary evidence by which we can arrive at an exact estimate of the whole expense incurred. Volney fixes it at four milliards, six hundred thousand francs. Mirabeau, in his 19th Letter to his Constituents, carries the total amount to twelve hundred millions.

In the estimate of M. Janson, the statues and paintings are estimated to amount to 6,517,000 francs.

Louis XIV. lived in the palace of Versailles fifty-three years. The Regent never left his palace in Paris. But Louis XV., whose reign was as long as that of his predecessor, made Versailles his habitual residence. This monarch added some dependencies, made many internal alterations, and ordered it to undergo a general renovation, which work was intrusted to the architect Gabriel, who confined himself to the construction of a single pavilion, and a part of the wing near the chapel, executed in 1772 and 1774.

As soon as Louis XVI. ascended the throne, he wished to repair the palace of Versailles; and he undertook to replant the park, and de- corate it with a garden in the English style, which was the fashion in 1780. He applied to the most celebrated architects of the time for plans for the restoration of this great build- ing, the parts built by Louis XIII. being almost in ruins, and those of Louis XV. hav- ing been left in an unfinished state. All these plans, however, were of no avail; the Revolution arrived, and no more attention was paid to ancient monuments, except to destroy them. The palace of Versailles, despoiled of its treas- ures, remained for fifteen years entirely un- occupied, after having served as a hospital and a barrack.

When, in 1807, Napoleon wished to restore the palace of Louis XIV., he was startled at the cost of the undertaking. M. Gondoin, the skilful architect to whom Paris is indebted for the Ecole de Médecine, had made a compre- hensive plan, which would have entailed an expense of fifty millions of francs. Saint Cloud, Fontainebleau, Compeigne, Rambouil- let, and the two Triansons, had just been re- paired and rendered habitable. The restora- tion of Versailles was therefore necessarily postponed, and only a few slight repairs, which were absolutely required for the preservation of the building, were undertaken at this time.

Four years afterwards, Napoleon having been crowned by fortune in his quarrel with Prussia and Austria, and having a successor to his throne, indulged the hope of peace, and among his projects was that of the restoration of Versailles. MM. Percier and Fontaine were charged with the undertaking. In July, 1811, the Emperor paid several visits to Ver- sailles, and his state of uncertainty as to what ought to be done was increased by a personal observation of the difficulties caused by the bad choice of Louis XIV. in the situa- tion of his palace. The matter was still further adjourned. It was at this time that after having visited all the apartments, even the smallest, the Emperor, startled by the dis- order and confusion around, and conscious of the difficulties which were to be overcome, cried, "Why did not the Revolution destroy the palace of Versailles? I should not then have to-day a sign of Louis XIV. to trouble me, in the form of an old, ill-built palace, a fa- vourite without merit to enable us to endure it."

The campaign of 1812, which put the seal on the glory of France, was the means of stopping many grand constructive designs, among which the plans relating to the palace of Versailles may be particularly noticed.

Louis XVIII., on remounting the throne, wished Versailles to be immediately made habitable, and gave the most urgent orders to that effect. The easiest and least expensive plan appeared to be, to make a thorough repair of the gallery, the royal apartments, and all that Louis XIV. had built; to finish the façade looking towards Paris, which was begun by Gabriel, under Louis XV.; and to fit up the interior in the taste of the present day.

Such was the proposed plan; but the return of Napoleon, in 1815, caused the works to be suspended for a short time. After the Hun- dred Days, they were resumed with activity, and in 1818, the façades and the principal de- pendencies of the palace were entirely re- stored; the paintings on the ceilings of the grand apartments, and the gilding, were re- novated, and the general arrangement made more convenient. In 1820, the pavilion correspond- ing to that of Louis XV. was built, the ap- proaches cleared, and every thing put in order: about six million francs were at this time ex- pended. Nothing now remained but to furnish the palace, to render it habitable; but the works were entirely suspended under Charles X., and it remained in the state in which it was left by his predecessor, when the Revolu- tion of July drove him from his throne.

Since that epoch, many projects have been indulged for the conversion of this striking emblem of absolute monarchy into a building of public utility. Some wished to turn it into a hospital for wounded and mutilated work- men,—an Hôtel d'Invalides, to rival that of Louis XIV.; others, to convert it into a model establishment for popular instruction; while others, again, urged the propriety of removing to it the Polytechnic and the other first-class schools of Paris. But none of these plans was adopted: the new monarch resolved to es- tablish in the palace a vast historical museum.

To realize this plan, the old arrangements were necessarily modified, and the suites of small apartments were thrown into galleries and large saloons. The wainscots were re- gilt, the ceilings restored, the furniture com- pleted, and numerous ancient and modern works of art, paintings, busts, and statues, were brought together, and properly arranged in chronological order.

I may perhaps at some future time take a rapid glance at the riches of this immense col- lection, passing through the different saloons and galleries as nearly as possible in the order in which they are traversed by the visitor.—*The Architect and Engineer.*

#### TO BOULOGNE AND BACK IN ONE DAY.

ON Saturday last Mr. Boxendale, the chair- man of the South-Eastern and Dover Railway, several of the directors, with Mr. Cabin, the engineer, and Mr. Whitehead, the secretary, made a trial trip over the line, preparatory to its being opened to the public on Wednesday next, which will be before the period at which the engineer promised that it should be ready. The run to Ashford, 67 miles, was accom- plished in two hours and five minutes; thence to Folkestone, as the works were all new, the speed was slightly reduced, and the 14 miles were passed over in 29 minutes. There some little delay was occasioned by the party march- ing in procession to the harbour, amidst an immense concourse of persons, and the usual noisy demonstrations of joy, such as drums, trumpets, and cannon; however, as the Water Witch was all ready, with steam up, her living cargo was soon stowed away, and in three hours the party landed at Boulogne, where the Sous-prefet, the Adjoint du Maire (Mr. Adam, the Mayor, being at Paris), and all the autho- rities of the place, met them, and offered the hungry travellers a superb *déjeuner* in the ball- room at the public baths on the strand.

The following statement of the times of starting and arriving will show that any other than a cursory view of the railway works was impossible; but the new part appeared un- usually sound, and the road was as even and well laid as an old railway which had been long travelled over. The excellent method of laying this railway on triangular cross-sleepers, fixing the chairs to them by compressed wooden trenails, and the rails in them by compressed wooden wedges, showed itself to advantage, as even at the highest speed the junction of the ends of the rails could not be felt.

The train left London-bridge at six a.m., stopped at five stations, and arrived at Folke- stone, a distance of 81 miles, at 40 minutes past eight o'clock, the average speed being 31 miles per hour. The steamer left the harbour at 19 minutes past nine, and arrived at Bou- logne at 25 minutes past twelve o'clock. It started homewards at 35 minutes past two o'clock, and reached Folkestone at 25 minutes past six o'clock; the railway train started at 7 minutes past seven, and landed its freight at London-bridge, after seven stoppages, at 6 minutes past ten o'clock p.m.; the party having thus travelled, by land and sea, 225 miles in 16 hours and 6 minutes.

Exclusive of the chairman, directors, engi- neer, and secretary of the railway, among the travellers were—Sir F. Adam, Sir E. Pym, Sir E. Ryan, Mr. Loch, M.P., Mr. Cardwell, M.P., Mr. Divett, M.P., Mr. Ainsworth, M.P., Mr. Justice Halyburton, Captain Loch, R.N., Captain Peel, R.N., Captain Drew, Mr. Wil- kinson, Mr. Burton, Mr. Pim, Mr. George Ste- phenson, Mr. Herepath, Mr. Brockedon, &c.

A steamer is being constructed for Captain Hayward, which will do the distance to Bou- logne (27 miles) in fine weather in two hours, so that the whole journey, from London to Bou- logne and back may under favourable circum- stances be performed in 14 hours.